# WASHINGTON.

### Savage Attack in the House Upon Admiral Porter.

The War Steamer Tennessee Declared to Have Been Unseaworthy.

## THE INCOME TAX TO BE RETAINED.

WASHINGTON, Feb. 10, 1871.

Admiral Porter's Definiers on the Rampage.

An opportunity offered in the House to-day for an assault upon Admiral Porter, and it was eagerly mbraced by General Butler and General Banks, The proposition was to pass a bill restoring William L. Hanscomb to the position of chief naval con-structor. The bill itself was lost sight of and Potter came in for all the hard blows. The difficulty between Sutler and Porter is well understood to be of a personal character, and therefore Butler's ssault had little or no effect upon the House. Durmy the discussion General Banks stated that the Tennessee, which carried out the St. Domingo commissioners, was unseaworthy, and that the fact was known to officers of the Navy Department, who were airaid to make public their convictions least should offend their superiors. This statement created a great sensation in the House, but no perundertook to contradict it.
No Hope of the Income Tax Repeal.

Commissioner Pleasouton has evidently given up all hope of the immediate repeal of the income tax, as he to-day gave the necessary order for printing mulion of the biank income returns, which will be di tributed to assessors without delay.

Hee case of Impares into the United States. The monthly report of the Bureau of Statistics shows the state of our foreign trade for the eleven months ending November 30 last, as compared with the corresponding period of 1863. In the latter period the excess of imports over exports was \$75,555.610, while the excess of imports of the for mer period was \$15,910,116, showing an improvement over 1869 of \$59,644,994.

National Bank Notes Not Logal Tenders. The United States Treasurer to-day wrote a latter to a party in New York concerning the question thether notes of national banks are legal tender. After reciting and commenting on sections of the National Bank acts, he concludes as follows:—

National Bank acts, he concludes as follows:—
As you allude to the principle involved it may be proper for me to say that to make national bank notes a legal tender for all payments would virtually exempt the banks from redeeming them, since they would be as available for all purposes, except the reserves of the banks, as the notes of the United States in which they are redeemable. The whole national bank circulation of the country would thus become a permanente loan, without interest, from the people to the banks, and would operate as a tax upon the people in favor of the banks to just the amount of the interest on the bank notes in circulation. Such a policy is indefensible on every ground of principle or expediency, and the propriety of its adoption will scarcely norms of discussion.

Government Financial Agencies in Europe. One hundred and forty applications from Europe and this country have been made at the Treasury Department for agencies for the negotiations of the new bonds to be issued under the act of July 14.

Retirement of Professor Bartlett, of West Professor William H. C. Bartlett, for thirty-seven

years at the head of the Department of Natural and Experimental Philosophy at the Military Academy, and formerly an officer of the corps of engineers, has been placed upon the retired list, at his own re. quest, in consequence of increased age and nbrmity. His successor has not yet been named, but will probably be taken from the ranks of the dis-tinguished professors of philosophical science in civil life.

## FORTY-FIRST CONGRESS.

## SENATE.

WASHINGTON, Feb. 10, 1871 NUMEROUS PETITIONS WERE PRESENTED from indiviouals for the removal of political disabilities, for pensions, for the modification of the Homestead laws, for the benefit of the soldiers of the late war; and by Mr. Summer from the Reform League of New York for the appoint. ment of a commission of inquiry to visit the South, examine withcases and report on the condition of the freed people

there.

RANK IN THE NAVY.

Mr. CRAGAN, (rep.) of N. H., from Committee on Naval Affairs, reported with amendments the House bill to regulate rank in the Kavy and for other purposes. The principal changes by the Senate committee in the House bill regulating rank in the navy are the following:

The rank of all staff officers is assimilated instead of positive, the phrase used throughout the bill being "shall rank with." The number of chief engineers is increased to jort vince. Commanding and executive officers, when on duty, are to take precedence of all others. With this exception, precedence is to be in accordance with rank and iencth of ser-

having the relative rank of captains in the staff corps. The section in relation to precedence of commanding and executive officers is as follows:—

"And be it further cancided. That commanding officers of vessels of war and of naval stations shall take precedence ever all officers placed under their command; that the executive officers of vessels of war and naval stations representing the comman ling officer thereof shall, as for as practicable, he next in rank to said commanding officer, and shall, when setting as such representatives, take, precedence over all officers attached to said vessels or havel stations while in the discharge of their respective duties as connected with said vessels or naval stations; and such orders as said executive officers any give shall be regarded as coming from said commanding officer."

THE SANTA FI RALLEGAD.

vesses or naval stations; and such orders as said executive officers may give shall be regarded as coming from said commanding officer."

Mr. HOWARD, (rep.) of Mich., from the Committee on the Pacific Railroad, reported with an amenament the hilt to incorporate the Hed River Veiley, Oklahama and Santa Fe Railroad Company.

Mr. Flanagan, (rep.) of Texas, cailed up the bill. He said it asked for no land or money subsidy, but simply for the right of way through the Indian and other Territories. The bill was party read but objected to on account of its great length and laid over.

The Indian Appropriation bill, making an appropriation to pay for an inquiry or investigation by one or more commissioners, to be supposited by the Friesdent, in regard to the occapancy, by leave or otherwise, of the Indian lands at Salamanca, N. Y., and other points on the Alegheisy Reservation. Laid on the table and ordered to be printed.

Mr. POMEROY, (rep.) of Kansas, from the Committee on Public Lands, reported, with a slight amount into House in the House hill to amond section twenty-five of the act of July 5, 1879, to provide homesteads for others, soldiers, seamen and marines of the late war, it allows an additional quarter section of government land.

Mr. THANDET OF CHVIL ENGINEERS.

Mr. THANDET, (rep.) of Neb., introduced a joint resolution making the pay of civil engineers in the navy the same as that of naval constructors maying the same institute on Appropriations, reported baths the House of Representatives. Passed.

Mr. COLE, (rep.) of Cal., chairman of the Committee on Appropriations, reported by the Substitute of Appropriations. Passed.

Mr. COLE, (rep.) of Cal., chairman of the Committee on Appropriations. Passed.

Mr. COLE, (rep.) of Cal., chairman of the Committee on Appropriations. Passed.

Mr. COLE, (rep.) of Cal., chairman of the Committee on Representatives. Passed.

Mr. Howest and the continues of the morning hour the Senae, at lorty-twe minutes pass thailor, went into executive session.

At a quarter pass three o

At a quarter past times o'clock the doors were reopened.

At a quarter past three o'clock the doors were reopened.

Mr. Morron, (rep.) of ind., introduced a bill to establish a diplomatic mission at Bertin upon the same grade and amoduments with those at Parls and London, fixing the salary of the Minister at SI, 200 and of the Secretary of Legation at gg. cas per anoum. Leferred.

Mr. Morron also submitted a resolution matricting the Judiciary Committee to inquire what further legislation is necessary if any, to source the colored people of Kentucky and other States the right to testify in State courts in cases in which while persons are parties.

ANNOUNCEMENT OF TILL DRATE OF JOHN COVOLD.

Not acted upon, as a measure was received from the House announcing the death of Representative throad, of Peonsylvania, when remarks enlogiste of deceased were made by Fester. Scott. Summer, Sherman and Cameron, and the customary resolutions of respect adopted.

At a quarter past four o'clock the Senate took a recess until coming for the purpose of considering the Appropriation bills.

Evening Session.

The attendance of members at the evening session was very slip, the miniber present at any time not exceeding strates.

The oxidiaive business of the evening being the reading and perfecting of the Appropriation bells in Committee of the Whole, the Senate took up the Legislative, Executive and Judicial Appropriation bill, of which forty-seven pages remained to be read.

The amendments to the bill reported from the Committee and Appropriations were agreed to, except the more important ones relating to Judicial salesce and probabiling solicinis from being futureated in claims coming before the departments, action upon which was deferred.

Amenameters were reposed from the Committee on Public Buildings appropriating \$850,000 for the new State Department approach and the grounds south of the President's house for the establishment of a public park, and proposing for the sale of one-tured of Judiciary square, heing that one to the sale of one-tured of Judiciary square, heing that one to the smendment was reserved small action.

time on the north side, which is no longer required by the government.

Debrite upon the amendments was reserved until action count he taken upon them by a roll Senate.

The boil was insuly late and to Indian Appropriation but taken up. The canadiments reported from the Committee on Appropriations, fraviring a governi reduction of the appropriation would be thouse of Representatives, were concurred in.

Both bills as amended were ordered to be printed, and at fee o'clock the Senate adjourned until tomorrow.

## HONSE OF REPRESENTATIVES.

WASHINGTON, Feb. 10, 1871. Mr. PONTED, (rep.) of 'a, rising to a personal explana-

lighed in the Richmond State Journal of the 24th of January Hahed in the Richmond State Journal of the 24th of January, but which had been omitted in the copy of the same issue of the paper which had been forwarded to him man subscriber. He referred to the editor of that paper (V. Allis) as being so much of a copperhead that President Lincoln had him removed from a cierkship in one of the departments and as being still regarded as copy perhead. Referring to a remark made by Mr. Cox in the Rouse a week ago as to his (Porter's) having been put in moss for abuning the povernment, he denied that there was any truth in the assertion.

Mr. CLARK (rep.) of Texas, pr seented a telegram from the Governor of that state, with a bopy of a joint resolution of that State, with a bopy of a joint resolution of Southern Pacific Realizable.

Mr. VAN WYOLG, (rep.) of N. Y., presented a petition of citizens of New York Rey systems turther donations of public lands for restroad purposes and to reserve the lands for actual settlement.

lie lands for refroad purposes and to reserve the lands in actual settlement.

PATMEND OF TREASURY CHECKS.

Mr. HODER, (rep.,) of Mans., from the Committee Ways and Means, reported a bill to authorize the issue at payment by office's of the Treasury or checks under \$5 that have been lost or destroyed. Passed.

Mr. SHANKE, (rep.) of Ind., asked leave to offer resolution instructure; the Committee on the Minth Cenaus automorphise for it. W. C. Ronk, A. A. Thomas and W. Shin and examine them as to their authority for undertaking rety assessments on census marshals throughout the court.

Mr. BENSAMIN, (rep.) of Mo., objected to the House taking THE BENNAMIN (rep.) of Mo., objected to the House taking commance of ruch misters.

THE TENNESSEE—DISCUSSION ON HER REPORTED UNSEA WORTHINESS -CRIVICIEM ON ADMIRAL PORTER.

Mr. STARKWEATHER, (rop.) of Conn., from the Committee on Naval Affairs, reperted a bill to permit William L. Hanscom, late naval constructor in the navy, to withdraw his resignation, which was accepted on the bit of January, 1356, and to reinstate him in the olikes. The bill was opposed by decars, Archer and Sargent, on the ground of a corrupt transaction of Hanscom's in 1556 in connection with his colicial duties and which had led to his resignation. Mr. Starkweather denied that there was any truth in the charge, and said that it was not that charge which had led to Mr. Hanscom's resignation, but on advice which had led to Mr. Hanscom's resignation, but on advice which had led to Mr. Hanscom's resignation, but on advice which had led to Mr. Hanscom's resignation, but on advice which had led to Mr. Hanscom's resignation, but on advice which had led to Mr. Hanscom's resignation, but on advice which he had do! did Secretary Welles would never toost. After that advice his place was made so uncomfortable that he had do! resign. After that advice his place was made so uncomfortable that he had to resign.

Mr. Banks, rep.) of Mass., advocated the bill, and stated that the Secretary of the Navy was anxious to have the authority to reinstate Mr. Hansoom, but he was not satisfied that he had that legal authority of the Secretary of the Navy was anxious to have the authority to reinstate Mr. Hansoom, but he was not satisfied that he had that legal authority of Ill., remarked that there was no doubt about the legal authority of the Secretary of the Navy in the premises.

Mr. Banks repeated that the Secretary had doubt as to his authority and therefore wanted the action of Congress in the realist. As to the charges against Mr. Hansoom, that

Navy in the premises.

Mr. Banks repeated that the Secretary had doued as to his authority and therefore wanted the auton of Congress in the tratter. As to the charges against Mr. Hansoom the water tumped up and sent to the House by Admiral Porter, he declared that Mr. Hansoom tore as honorable a reputation as any mas in hissachusetts, and that in the opinion of the people of the country Mr. Hansoom was aspecied in point of reputation to Admiral Forter as the Aposte John was to the traitor Judas. (Laughter, Exen it the charges against Mr. Hansoom were true that he had re-edved commeration for giving men employment in the fact of the charges against Mr. Hansoom were true that he had re-edved commeration for giving men employment in the fact would still be better than that of tipose odicers of the had composed with the follow and feel thingo unpunished. He denouced it as an infamous proceeding on the route and say that they had detected a man in fraud while had a supported in the Navy Department to come to the route and say that they had detected a man in fraud while should have seen thin to the Ferdiculary and had let him go incore that they might gish his place for one of tuch richard would still be better within the last two days. Rooring to the intuitional delicits of maxis officers by the department of the control of the richard should be a supplied of the richard would be replaced to the richard should be r

shipyaros.

NI, FARNSWORTH moved to lay the bill on the table.

ding her first voyage.

Mr. BANKS remarked that he had sustained appropriations for the navy.

Mr. FANSWORTH was reminded by the attack on Admiral Porter of the truth of the remark of Mr. Justice Dogberry, that "comparisons are odorous." It was vain for gentlemen to attempt to traduce the fame which Admiral Porter had BANKS-In his correspondence?
FARNSWORTH-"Comparisons are odorous," says Mr.

Justice Dogberrs.

Mr. BANKS—Is that the authority of the gentleman from Bilmois f (Loud laughter.)

Mr. FARNSWORTH—Admiral Porter has made a record which will last forever, while the records of some gentleman who make comparisons they should wish not to live for-

pariment to ask a favor from the Secretary. Admiral Porter bad just gone out, and the Secretary said to him, "Banks, why the devil don't you ask Admiral Porter?" (Laughter.) Mr. ELDBILDET—And why the devil didn't you? Mr. BANKS—He had just gone out. It was not the

Mr. ELDHIOST—And why the devil didn'tyou?

Mr. BANES—He had just gone out. It was not the present Secretary.

Mr. BULLER, resuming, narrated the motires which induced Mr. Hancoun or resign, and which had no reference to the charge made by Mr. Wigning. As to the affidavits there was nothing so dangerous as such things, and if he were to produce a bundle of affidavits which he had there were some geniemen who find spoken on this subject who would be hanged without judge or jury. (Langhier.) Who was opposing Mr. Hancour? Not the Secretary of the Navy, not the Committee on Naval Affairs; but Mr. Porter, Admiral Porter, by the grace of the Senate. (Laughter.) Admiral Porter's services during the war would live for some time. He thought they would be indestructible. All along the Mississippi were guns captured by the army and marked by Porter "Taken by the navy under the command of D. D. Porter," and so long as white paint remained so long would the memory of Porter's deeds roman in the minds of those who believed him, but who were few. (Laughter.) It was easy to make such a record as that. If a man would only blow his own trumpet loud enough—if he could make himself the great. The could strike down the great and zhordous Parrazut and send him to the great and zhordous Parrazut and send him to the great while her feeling that his country had wronged the country. In concluded dimiral Forter had rendered to his country. In concluded dimiral Forter had rendered to his country. In concluded dimiral Forter had rendered to his hostile said make him be begred gentlemen not to defend his nostrile and make him be begred gentlemen not to defend his nostrile and make him be begred gentlemen not to defend his nostrile and make him be begred gentlemen not to defend the third of the subsection of the country. In concluded miral Forter had rendered to his country. In concluded with the feeling that his country had rendered to his nostrile and make him be begred gentlemen not to defend his nostrile and make him be begred gentlemen n

The bill was passed—year 145, hay, or,
It is a Senate bill, and now goes to the President for his
approval.

Mr. Scotteld, (sep.) of Pa., from the Committee on Naval
Affairs, reported a bill for the calistment of three hundred
additional seamon in the navy, for the practice slip at Annapolis. Passed.

NAVAL APPROPRIATION BILL.

The House them, at twenty minutes to three o'clock P. M.,
went into Committee of the Whole—Mr. Cox in the chair—on
the Naval Appropriation bill.

Mr. WASHLUEN, (sep.) of Wils., moved to insert an additional section authorizing the President to accept the resignation of any officer of the navy until the number of officers
in the grade to which such officers shall belong is reduced to
the number authorized by law, and whose resignation shall
take effect on or before the lat of January next, any officer
so resigning to be entitled to one yearlast assessment of the
title pay due such officer at the date when his resignation
takes effect. The provision is not apply after the number
of calcers shall have been reduced to the number allowed by
law. Agreed to,
Mr. Stevens, (rep.) of N. H., moved to amend the section

colleges shall have been request to the number anowed by
iw. Agreed to,
Mr. STEVENS, (rep.) of N. H., moved to amend the section
by providing that there shall be no promotion to the grade of
ear asmiral, commodore, captain or commander in the line
still the number in those grades shall be reduced to the
number fixed by the second section of the act of 16th July,
8th, to establish and equalize the grades of line officers of
the name. 1933, to establish and equalize the grades of time omcers of the nary.

On a point of order made by Mr. MAYNARD, (rep.) of Tenns, the Chairman decided Sievens' amendment to be out of order.

The committee then rose and reported the bill, and it was passed by the House.

PERSION FOR SOLDIERS OF THE WAR OF 1812.

Mr. WILLARD, (rep.) of Vt., from the conference committee on the bill granting pensions to soldiers of the war of 1812, made a report which he explained and which was agreed to.

mittee on the bill granting pensors.

1812, made a report which he explained and which was agreed to.

The bill as passed provides for pensions to the surviving officers and enlated and drafted men, including mittle and volunteers, who served sixty days in the army or navy in the Revolutionary war or in the war of 1812 and were honorably discharged, and to the surviving widows of such officers and drafted and enlisted men. The pensions are to be at the rate of eight dollars per month.

The House then, at twenty infinites to five o'clock, adjourned till to-morrow.

# EUROPEAN MARKETS.

LONDON MONEY MARRET.—LONDON, Feb. 10—11:30 A. M.—Consols opened at 93 for both money and the account. American securities quiet; United States five-twenty bonds, 1862, 90%; 1865, eid, 1964; 1867, 89%; 1866, eid, 1964; 1867, 89%; 1866, eid, 1964; 1867, 89%; 1866, eid; 1867, 89%; 1866, eid; 1867, 1899; Atlantic and Great Western, 289%.

London, Feb. 10—130 P. M.—Consols, 52 a 29% for money and the account. American securities and stocks unchanged. FRANKYORT EDUSC.—FRANKYORT, Feb. 10—United States five-twenty bonds are quoted at 26% for the old issue. Layagroot, Cotton Markett.—Layagroot, Feb. 10—11:30 for middling orleans. Layagroot, Forton Markett.—Layagroot, Feb. 10—11:30 for middling orleans. Layagroot, Feb. 10—11:30 for middling orleans. Layagroot, Feb. 10—11:30 for middling orleans. Layagroot, Feb. 10—11:30 for middling orleans. 1976. Estaticing or orleans, 75%. The safes of she day are estimated at 16,000 bulet. The sales of the week have been 59,300 bules, of girch 13,000 were taken by exporters and 2,000 by the same state of the same

# THE EUDSON RIVER HORROR.

One More Victim of the Disaster-The Coroner and Jury Visit the Scene.

The Sleeping Car Burned to Ashes-Proceedings at the Coroner's Investigation-A Brand from the Burning-The Engine to be Raised To-Day-Adjournment of the Inquest.

POUGHKERPSIE, Feb. 10, 1871. The inquest was continued to-day. At ten o'clock this morning the Coroner and the jurors visited the scene of the disaster. At about the same hour the fated sleeping car was set fire to and was consumed. the steeping car was set are to and was consumed. It is now presumed that one other man is lost. The fireman Fallon's testimony to-day was to the effect that a stranger travelling on the engine, name unknown, but supposed to be an engineer, was on the engine when he (Fatlon) jumped off.

The first witness sworn to-day was Daniel Carroll.

He testified as follows:—

I reside at Old Troy, south of New Hamburg drawbridge:
I am night watchman and switchman at the station; I was
on watch as seventeen minutes past ten II. M., tooling at
for the unexpected minutes past ten II. M., tooling at
for the unexpected minutes past ten II. M., tooling at
for the unexpected minutes past ten II. M., tooling as
as the oil train came along a brakeman or dimensional
which is a brakeman or dimensional minutes of the call train and saw fre flashing among the axies;
I knew weil it was a broken axie caused it, and halloced to
the boys to keep out of the way; then a broken wheel
dropped from the track seventy-nine reds north of the drawbridge; I followed the engine down, trying to signal the engineer by motioning my light; seeing Loudd get no signal to
them I ran back to the conductor in the caboose; I halloced,
"There's a wheel of the track; put on your broken as
tight as you can;" two men came out and put on
brakes; the speed slackened, but the train kept moving;
another extre was following the oil train and I ran back to
stop them; I knew the express was over due and heard it
coming firs side of Low Foint; I could do nothing to stop it;
I stopped the bind extra seven minutes after the accident
happened; it would take the express four minutes to come
from Low Foint to New Hamburg; it was about three minties after I tried to signal the engineer of the oil train before
the accident occurred; there is a light kept on the drawbridge
tower all winter, and men have charge of it; the light was
there that hight.

and it remained till 't was burned down; men are kept
there to look out for it; sometimes at New Hamburg you

there that hight,

and it remained till it was burned down; men are kept there to look out for it; sometimes at New Hamburg you can beer a train pass fishkill, before the engine of the oil train passed me I heard the express this side of Low Point; it must have been a mile below the drawbridge; I was standing morth on the total when the oil train passed me I heard to express this side of Low Point; it must have been a mile below the drawbridge; I was standing morth on the total of the white the oil train the passed of the total of the control of the cabete. I say them put on bracks and ow theter of the cabete. I say them put on bracks and ow theter of the try to signal the engineer; in cold weather engineers have a cuttain on their endee back of them, but that does not prevent them from seeing the rear of their train; I never saw a brakenam on an oil train yet, but have seen them on top of box cars in the middle of trains; then nights they sit on top of their trains; never saw men go over the tops of tank cars; it was a cold night; it is eighty rods from the drawbridge to the drawbridge watchmen, one to watch by day and the other by night; it is not their duty to be on the drawbridge in the whiter time; the tower signal is used only for signalling the opening or closing the draw; in the winter time, so far, the opening or closing the draw; in the winter time, so far, the opening or elseing the draw; in the winter time, so far, the opening or winter they have had a man at the bringe all night; I have been night switchman at New Hamburg twenty-one years; on the night of the accident the man's duty was at the water tank.

I am flagman and tend the water station at 61d Troy; I was

saw the engineer jump with a red light in his hail, when he halloed to me, "Get out your red light;" the engine was then north of my shanty and fifty rods gou'th of the draw-bridge; she irst

OAME TO A FULL BYOP

at that point; I judged something was the matter with the train; I immediately picked up by red light when the engineer came towards noe and we hold started down the track on a run, eagh and a red light; we ran probably one hundred or on a material light; we ran probably one hundred or on a material light; we ran probably one hundred or on a material light; we have mere forced to step gate.

"Tan a can on the up track so that they could see us the started from the case with the light is lead that they could see us the started from the case with the light is lead through the started from the case with the light is lead to the whistle of the express engine blow; she was then about three hundred feet count of us, and were light in every entitle when I started from the case were light in every entitle below the shanty; my duty with the draw tower light merey of it week; we light it in the winter at half past for P. M., and put it out about seven A. M.; necording to my orders it was not necessary for me to be an its direction of the light of the suppassed the train would depend upon the condition of the rans; I should, think the rais that anoth were in good condition, not key; I don't think the express struck the oil train is full speed; I hurried with the signals just as fast as I could; the express was twenty or third rods below the cighty rod simal ween she blowed; for brakes; never use a red light except for a danger signal; the oil train as an at the seen from Low Point; the light could be changed in four minutes; after that if the my condition is the signals in the engineer of the express train as quick as I did; the entitle of brakes; never use a red light except for a danger signal; the oil train as an at I though the was conded the tower and changed the light to a danger signal when the case of the

ne ar to Old Troy water tank I saw the engineer of the oil train jump oil his engine with a red light; I supposed his engine was taking water; we were running preity irrely; as a soon as we awa the red light if any charles been whates, "we had made no titempt they can be an hour; when we saw the red light I said, "Doc, there is something wrong with that drawbridge—the bridge is open or broke," he blowed brakes and said, "Mios, put on them patents: "he meant patent brakes; i pulled three yards of the bell cord; that ought to have put them ou; that's more than is usually saw but one red light at any time; there's no certain way of telling when the patents are applied, except, perhaps, by the shock; I noticed no shock that nicht; the engineer reversed his engine the second time to blew for brakes; at a short notice whiteles for brakes are blown randity in succession; when we passed the enties of the oil train i got down on the step and acked. "Doc" If he was going to get off, I didn't want to get buri; white highs were dropping all around; the speed of the irain was checked a little; we were going at a little more than half speed; I couldn't see what was the little more than half speed; I couldn't see what was the lower of hand had a saw the fire and smoke; I did not have full control of myself; when I got up I burried towards the wreck and heard groans from passengers as if they were being burnod; it was right among the seeding the groans altdr't last over a half a minute; I was just as close as I could got te the fire helping to shove a car back. I have applied patent brakes several times, and on such ocasions noticed the checking of the care; I made up my mind, when I pulled harder to the patent brakes around the warm of the patent brakes around the care; I made up my mind, when I pulled the brakes not to the patent brakes around the paten

POUGHKERPSIE, N. Y., Feb. 10, 1871. Edward Bartlett, who was reported among the killed in the late disaster near New Hamburg, is alive at Rondout.

#### MINNIE DAVIS ON TRIAL.

The Case of the Young Woman who Insured Personal Property Worth Fifty Dollars for 83,000 and Then Bot Fire to It. Before Recorder Hackett.

Minnie Davis, whose trial for arson was com-menced late on Wednesday afternoon in the Court of General Sessions, was yesterday morning resumed remarka ble case as developed when Minnie was tried at the last term of the court are still fresh in the recapitulate them at length. It will be remembered that on that occasion she was acquitted on

The first witness examined Thursday was

MRS. RACHEL HAYEDON,
of No. 54 West Twenty-ninth street, wife of the complainant, who testified that Minule Davis, at the time
of the fire, occupied rooms on the same floor as they
lived; witness and her husband retired shortly before midnight of Christians eve, and about half
an hour afterwards they were aroused by an alarm
of fire in the street, and on going into the parior she
found Minule's boxes and packages on fire, and in
the bedroom adjoining she found Minule reposing in
bed quietly, and she exclaimed, f'Ob, I didn't mean
to set fire to your house it witness threw a bucket of
water on the flames and subdued them.

Sergeant Melivain testified that he was coiled to
the house by the alarm of fire and found Minnie in
bed, sobbing; she was trembling and excited; her
hands were covering her face; he took down her
hands were covering her face; he took down her
hands and recognized her as a woman he had seen
before; she exclaimed, "For God's sake, don't expose me!"

The Testimony Yesterday. The first witness examined Thursday was

hands and recognized her as a woman he had seen before; she exclaimed, "For God's sake, don't expose me!"

THE TESTIMONY YESTERDAY.

Yesterday morning there was a good deal of delay, ewing to the absence of the counsel for the accused. About fitteen minutes past eleven he came into court and apologized for causing the delay, as he had been detained in another court. The court room was densely crowded and all of the proceedings were closely watched by those present.

The value of the contents of Minnie's trunk and packages was proved to be not over fifty dollars.

The District Attorney put in evidence the poincy of insurance for \$3.000 on Minnie's property, and rested the case for the people. No witnesses were examined for the defence.

Mr. Spencer addressed the jury on benalf of his client. He cpened by referring to the momentous importance of their decision to her.

A HARD HIT AT THE JURY.

He did not propose to address the jury while some of them were reading the newspapers, and he would respectfully request that the gentlemen should defer it till some other time.

The foreman and another of the jury here laid aside newspapers they were glancing at and paid attention to the remainder of the address.

Mr. Spencer prefaced his speech by a definition of the crime of arson. He maintained that, upon the evidence, they must elther hold her

INNOCENT OR INSARE;
and there were circumstances clustering round the case which showed Manade no provision for her personal safety. He said that it was no wonder articles of little value only had been found in her boxes after the fire. She was an unfortunate, and to-morrow cast pennless on the strand. Her husband had disappeared only a few days before the fire. He closed by hoping that they would unite in an earnest. fervent and successful a preal that his client should leave the court room; he hoped to be seen no more there.

The DISTRICT ATTORNEY'S CHARGE.

After the close of Mr. Spencer's address the District Attorney commenced the seech and spoke for

client should leave the court room; he hoped to be seen no more there.

THE DISTRICT ATTORNEY'S CHARGE.

After the close of Mr. Spencer's address the District Attorney commenced his speech and spoke for fally an hour. He laid the case clearly and impartially before the jury, and was listened to attentially before the jury, and was listened to attentially before the jury, and was listened to attentiately. He claimed a veruiet finding her guilty of arson in the first degree.

A Scene in Court.

A torney said:—"God Almighty knows that it is not my intention to overstate the evidence against this unfortunate woman." No sooner had these words been uttred than Minnie burst into crying. She wept loudly and piteonsly, and with consent of her courrence created a great sensation among the spectators.

A verdict of guilty was rendered.

The Recorder said in consideration of the jury he would impose only the lowest term allowed by law, which was ten years in the States Prison.

## SHIPPING NEWS

Almanac for New York-This Day

Sun rises...... 7 00 | Moon rises..morn 12 00 Sun sets...... 5 30 | High water...eve 1 02

OCEAN STEAMERS.

Steamer.	Saile	Destination.	Office.
Donau Caledonia Nevada Hermann Anglia Acadia Australia	Feb 11 Feb 15 Feb 18 Feb 18 Feb 18 Feb 22 Feb 25	Bremen. Glasgow. Liverpool. Bremen. Glasgow. Glasgow. Glasgow.	29 Broadway. 68 Broad street. 7 Bowling Greet

# PORT OF NEW YORK, FEBRUARY 10, 1871.

## CLEARED.

Steamship City of Brussels (Br.), Kennedy, Liverpool—John G Dale.

G Dale.

Steamship El Cid, Nickerson, Wilmington, NC—Lorillard Steamship Co.

Steamship Albermarie, Blackwood, Norfolk, City Point and Richmond—Old Dominion Steamship Co.

Ship James Foster, Jr., Cunningham, Liverpool—Chas H Marshall & Co.

Ship Ontario, Delanc, Liverpool—Grinnell, Minturn & Co.
Ship Storm King, Watterson, Mobile—Logan & Freston.

Bark Eleanor (Br.), Prehu, Falmouth for orders—Ark ell & Tuits.

Tuits.

Bark Toni (Br), Raetzke, Cork for orders—Wendt, T etens

& Bockmann.

Bark Scraphina (Br), McKay, Cork for orders—Geo F kuley. Bark Brunswick, Fitta, Cadiz—Stevens & Soule. Bark Lyman Cann, Baker, Triesto—Boyd & Hinckon. Bark San Sebastian (Sp), Seryda, San Sebastian—Latasa

& Co. Bark Cornucopia (Br), Sterne, Kingston, Ja—Geo F Buier. Bark Geo Kingman, Hammond, Galveston-Tupper & venstatt & Co.

Brig Mary C Comery, Comery, Matanzas—Yates & Porter-field.

feid, say o conley, conley, analogs I also & Foresteid, sold Special or, Mayor, Bermuda – Dunean McCoil.
Brig Excelsior, Mayor, Bermuda – Dunean McCoil.
Schi Special or, Cassidy, San Blas via Portobello – Miller & Houghton – Miller & Houghton – Schi Frank Treat, Barker, Kingston, Ja – B J Wenberg, Schr Frank Treat, Port au Platte – B J Wenberg, Schr Lizzie A Watson, Watson, Cardenas – John Boynton's Sons & Co.
Schr Ella G McLean, Cook, St John, NB—Heney & Parker. Schr Wm Hunter, Harksen, Savannah-Murray, Ferris &

Co. Schr Nelly Potter, Gaskell, Washington, NC –W K Hinman Co. Schr S D Wheeler, Floyd, Wilmington, NC—E J Powell. Schr Henry Middletou, Brower, Beaufort, NC—Thomas, Joimes & Co. Schr Rebecca J Warren, Pickering, Baltimore—W Chal-

mers.
Schr Para, Spraguo, Baltimore—W Chalmers.
Schr Neilie, Ashiord, Calais—John Boynton's Sons & Co.
Schr Fish Hawk, McLean, Portland—R J Godwin & Co.

#### ARRIVALS. REPORTED BY THE HERALD STEAM YACHTS.

REPORTED BY THE HERALD STEAM YAOUTS.

Steamship Algoria (Br), Le Messurier, Liverpool Jan 28 and Queenstown 20th, with mise and 148 passengers, to Chas of Franckiyn. Had strone westerly gates, with high head seas, most of the nassage.

Steamship Thuringia (NG), Ehlers, Bamburg Jan 27 via Leith 28th, with make and 208 passengers, to Kunhardt & Co. Ind light variable weather the light that there to 6th furfous snow storms from SW to RW comminder of passage moderate westerly whole; Sh. at H. M. exchanged night signals with a Congret steamship, bound west (probably the Algeria); 8th, at 5 PM, passed an unknown steamship, bound work.

Steamship Lowe, Geb., Openstance, Classow, Jan 18, with

Algeria); 9th, at 5 PM, passed an unknown steamship, bound work.
Steamship Iowa (Br), Ovenstone, Clasgow Jan 13, with mide and pastengers, to Hemisterson Bros. Am 20 to 38 had altong westerly galor; 38th and 29th, lat 49 52 N, ion 39 16 W, savers burrleane from NW; thence provaling westerly galor; Fob 9 passed a Conserd steamship bound work, and a Guion steamship bound east.
Steamship bound east.
Steamship for humbis, van Stea, Havana Feb 4 and Nassan 5th, with mine and passengers, to the Atlantic Mari Steamship Co. Feb 3, 45 mines SW or Gun tay, exchanged signals with bark "Little" (Br), from New Orleans for Liverpool; same day, actir Eilen A Hoyt, bound north, Feb 3, at 3 AM, lat 35 37. Ion 130, spoke brig Mary C Rouserelt, of Richmond, bound N.
Steamship Mary Sanford, Chadwick, Wilmington, NC, Feb 5 via Hatterus Islet 8th, with naval slores, to Evans, Ball & Co.
Steamship Geo B Upton, Roberts, Richmond, City Polat The inquest was then adjourned.

I learn from Superintendent Toncey that the efforts made to rake the engine where other bodies are probably buried proved unsuccessful. The fastenings that at one time were successfully attached broke, and the work for the day was abandoned. To-morrow morning a diver will go down and explore the bottom of the creek for corpses and attach the chains to the locemotive.

The Engine to be Raised To-Day.

POUGHREEPSE, Feb. 10, 1871.

The superintendent at the work says that it will be impossible to do more than to get the grapplings.

Feb 5 via Hatterus Islet 8th, with naval stores, to Evans, Ball & Co.

Steamship Geo B Upton, Roberts, Richmond, Cfly Point and Norick, with index and passengers, to Washington & Co.

Steamship Volunteer, Jones, Philadelphia, with make to John A.

Ship Frolle, Rush, Liverpool, Dec 28, with make to John A. Ship Frolle, Rush, Liverpool, Dec 28, with make t

lave north of Cape May.

Ship Orion (of "oston), Taylor, Callao Sept 18, via Montevideo, to "oston", Taylor, Callao Sept 18, via Montevideo, to "oston", Taylor, Callao Sept 18, via Montevideo, to "oston", and the sequence of the series of the sequence of the series of the sequence of the series of the sequence strong NE trades; has been 18 days north of lat 39; an 19 John Quijer, seaman, slipped on deck and broke his leg; Jan 8, lat 38 ion 39, spoke ship Baltic, from San Francisco for Liverpool; 38th, lat 35 ft, jon 50 w, ship Elisson', from Rio Janeiro for New York. The Orion put into Montevidea in distress (before reperied); has been two days north of Hatteras. The Orion is anchored off the light-ship.

Bark Monianuma, Hammond, Martinique 16 days, with singar, to TT & P A Dwight & Co. Had light N and E wirds the entire passage. Feb. 1, at 30 25, ion 71 50, spoke achr Edward Michael States of the Corner of the Co

Schr Adultz, Joydand, Virginia.
Schr John Brill, Stone, Virginia.
Schr Bebecca Knight, Martine, Vr. inja.
Schr Bebecca Knight, Martine, Vr. inja.
Schr C & N Rogers, Cubberly, Virginia.
Schr P A Saunders, —, Crisheld, Md, with mase, to Over

on & Hawkins, Schr Belle Halladav, Schil, Baltimore, Schr Muskee, Maul, Miliville, N.J. Passed Through Hell Gate. BOUND SOUTE.

Steamship Nercus, Bearse, Boston for New York, with mase, to H F Dimock.

Steamer Doris, Almy, Providence for New York, with mase to E A Daniels & Co.

Schr Herald, Hall, Rockland for New York, 21 days, with lime to J R Brown. BOUND EAST. BOUND EAST.

U.S. steamer Tallapoera, McRitchie, New York for Bot Steamer Ospray, Kenny, New York for Cornwallis, NS. Schr Escort Currie, New York for Cornwallis, NS. Schr Elus Bird, Johnson, New York for New Bedford. Schr Sandolphon, —, New York for Portland.

Bark Ehen (Br), Wise, from Rio Janeiro Dec 18 (by pilot oat J W Eiweil, No 7).

SAILED. Steamship El Cid, Wilmington, NC; ships Ontario, Liverpoot; Hermon, San Francisco; Lufra, London; Ariel, do; barks Columbus, Bremen: Petunia, Bristol; American Union, Seville; Margaretta Blanca, Begrant; Gazelle, Eurbados; Palestina, St. Thomas; Ukraice, Havana; Roycroft, Rotterdam; Grace, do; brigs Clytle, Clentagos; Rainbow, Aux Cayes; Fair & Essy, Falmonth; Nazarone, Pernamburo and Baltis; Johonnas, Antwerp, and schr Higa, Port Natal. Wind at sunset NW, fresb.

Shipping Notes. The ice in the river yeaterday was very plentiful and of a very hard nature, towards evening causing considerable delay to the numerous ferries. The lower and upper bays are comparatively free.

The passenger traffic between this port and Havana has

increased quite considerably lately. The Morro Casile, which left this port for Nassan and Havana Thursday last carried 150 passengers—an unusual number for this season of the year. The greater portion of them were for the latter

An exciting race is anticipated between the British ellp-Ariel and the Lufra. They crossed the bar almost simulta-neously, with a fresh westerly wind. Several bets are pend-ing on the result among the shipping men on South street. The Ariel was the winner of the prize given to the tea feet at Liverpool last year. The Lufra has also made several

cargo only site.

SHIP POSTIAC, ashore north of Cape Lookout, remained in a bad position on the 7th inst, with 16 feet water in her hold. Little progress had been made in saving cargo, owing to the stormy weather; about 300 tons had been landed in a damaged condition.

to the stormy weather; about 390 tons had been landed in a damaged condition.

BAEK CAROEEL, from Manila for New York, wrecked, as before reported, was lost on the Roccas, off the Brazil coast, near Cape San Roque.

BRIG ELIZA THOMPSON, Bates, at New Haven, from Demerars, reports was obliged to put into Newport, ad inst, for a harbor, and rode safely at anchor until 8 AM of the 4th, when a terrible squall striking her, the chuin to starboard anchor parted and the brig drifted ashers on Goat Island, where she lay all day, the sea making a clean breach over her. The captain set a signal of distress and the United States Revenue steemer Moccasin, Capitain J G Baker, prompily responded, but could do nothing until 6 PM, when the tide commenced rising, and Capitain Eaker sont a bout's crew on board the brig and made that a large hawaer, and then putting on all steam successed aftor two or three attempts in hauling her off, and towed her into the inner has command was very prompt and praiseworthy, considering the position of the vessel and the swerrity of the weather, and demonstrates the fitness of the officers of the Moccasin for their position.

BRIG SADAWASKA, at Portland, Oregon, 25th ult, from

and demonstrates the fitness of the officers of the Moccasin for their position.

BRIG MADAWASKA, at Portland, Oregon, 25th ult, from Newport, Wales, sailed last June and has had a long and tempestuous voyage. When rounding Cape Horn sile on countered fearful weather, and lost three men overboard—carried away by seas which troke over decks. She put into Port Stanley, Falktand Islands, Sopt 25, for repairs and to ship more men, her force having been reduced below a working complement, and sailed thence again Oct 24.

SCHR ESCOUR, Currie, from New York for Cornwallia, NS, in passing Through Point went ashore loth inst, at 3 PM, in trying to avoid the heavy floading ice; will probably float off again next high water. Could not ascertain the damage, if any, caused by the ice.

SCHR VIRGINIA, Small, which arrived 9th inst from Portland, reports night of 6th Inst was forced ashore on Eye Point by the ice, causing the vessel to leak badly. Was hauled off 8th by steaming May Queen, o. New York, and towed to the city for repairs.

SCHR RALPH SOUDER, Crosby, from Philiadelphie for Tandad Abdard and the force and the force of the standard of the force and the force of the standard of the force of the standard of the force of the standard of the standard

hauled off Sth by steaming May Queen, or New York, and towed to the city for repairs.

Schr Raler Souder, Crosby, from Philadelphia for Trinidad, before reported ashore previous to the first at Cay Blanco, went on Etch uit. Three lighters were sent from Trinidad to see it they could extricate her from her perilous position, but on the Sth sale was full of water.

Drowned—While the brig Nazarene, for Pernambueb, was going to sea yesterday, when oprosite Beddleef sland. Thomas O'Brien, seaman, a native of Nonan, NS, fell overboard and was drowned.

Erement, Jan 15.—The Marion Emmerson, from Savannah, which was towed into the roads after taking fire in the old harbor at Bremerhaven, is a total loss, together with nearly her whole carge; only 300 bales of cotton are said to have been saved.

Grant-Lar, Jan 23 (Copy of telegram—A preliminary survey has been held on the Wasp:—Surveyoth distors report before deciding cargo fruit brimstone rags under water."

The American bark Wasp, Davia, bound for Philadelphia (fruit), has stranded behind the Rock.

Larroon, Ct. Feb 10.—The sohr Oliver Speliman, bound

HAPPOOD, Ct. Feb 10. The soft Oliver Spelinan, bound to New London, with a cargo of coal, struck on Saybrook bar this atternoon. The crew are all sahors. Two and a half feet of water is in the hold and the wind is blowing

trong.

Notice to Mariners.

LONDON, Feb 10.—The lights at Cuxhaven and on Nouwerk Island, opposite that port, have been restored, and the pilot boats have resumed and will continue running during the

The following buoys in the lower bay have been carried away by the ilouting lee, and are now down the Jersey coast, off Long Branch and close in shore:—
Butrance buoy and buoys Nos 7, 3 and 3 of Gedney's Chaptel. ich.
Red buoy of the bar.
No 3 buoy of the Swash.
Whalemen.

Sailed from Tenerifie Jan 4, barks Com Morris, of NB, and William & Henry, of do, on a cruiso. Spoken.

Ship Tieer, Kimball, from Oardiff for Singapore, Dec 25, lat 3 N. lon 26 W.
Ship Bayard, Jackson, from San Francisco for Liverpoot, Jan 12, lat 45 N, lon 27 W.
Bark Favorite 3Br. Fea. from Baker's Island for Liverpool, Jan 6, lat 38 N, lon 27 W.

Foreign Ports.

ANJIER, Nov 27—Passed by, Marathon, Donnoll, from long from for New York.

ANYWERI, Jan 25—Arrived, Wabeno, Dart. Philadelphia:

FATAVIA, Dec. 94 Sailed, bark Susanna Johanna (Dutch)
Kramers, Boston.

G. Sailed, Lady Cartier, Crosby, New Or leans; 27th. Roswell Sprague, Lewis, do; Jean Virlan Brewar, Charleston. Cleared 2bth, Roswell Sprague, New Orleans; 28th, Wh. Mc. nivery, Nicuola, Montevideo. Entered out 28th, Frank N Thayer, Koagor, for New Orleans; 18th, Ganymede, Nielsen, New York.
Charle, Jan 19.—Salied, Surprise, Nickerson, Messin .
Cleared 1 th, Affred, Fribault, New York.
CANEL HAYTINN, Jan 18.—In port, brig Annie Eldridge Clifford, from Boston, disc.
CARDENAS, Jan 20.—Arrived, bark Gan Eden, Greenleaf, Dienos Ayre.
Safled 3ist, brig Hyperion, Woodbury, north of Hattoras; Feb 1, schrs Traveler, Holte, and Nicabor, Hannah, do; Central America, Williams, New York.
Chental America, Williams, New York,
Chental Chen

ERARA, Jan 18-In port, brig Eastern Star, just as land,
HAVANA, Feb 1—Arrived, bark Lizzie, Walton, Bosto
HAVANA, Feb 1—Arrived, bark Lizzie, Walton, Bosto
York, Yorkand; Walteld, Miller, Newport; eshra Emily
tis, Barbour, New Ocleans; Hattle E Thompson, Sherms

a, Barbour, New Oricans, Haute L.

driland, Balled ist, brig Marcella (Br.), McEachern, Boston; schr.
dex, Harrson, Pensacola; Ed, brig John Balch, Moriou.
loston; schra Donna Anna, Whaley, do; B B Hume, Higlos, Saqua; Så, brig 6 A Coonan (Br.), Perry, Beston; schiland, Br., Schiller, Br., Scoley, Boston.

HALIFAX, Feb 3—Cleared, schr Edwin & Eva (Br.), Lang.
New York. Also cleared 2d, schr Freedom (Br.), Folker, New ork.
Arrived 9th, brig Potost (Br), Coffil, London; schr Kedros
Br), Pettis, New York
Salled 8th, schrs J F Chandler (Br), Pettis (from Rew ork), St Johns, NF; schr W J Haifield remains three weeks
INAGHA, Jan 27-in port brig Elsie (Br), Roberts, from
hap Haytlen for Boston—nad put in with captain sick, it ad about 28th. ork; Golconda, Davis, Savannan; Canada, Mobile; an Francisco.
Arrived at to Feb 10, ships Scioto (Br.) Reagan, Mobile; beit Haven, Freese, and Union, Austin, New Orleans; barks /irginia Dare, Skoiticht. Charleston; Lalla W (Br.), Lent. avannah; Chloris (NG), Lund, New York; Golden Land Avannah; Chloris (M.), Lunin, North Christian, Albert Micro, Galveston.

Sailed 28th, John Mann, Mann, Boston; Tuscarora, Rowness, Mobile It Robinson, Robinson, do; Annie Kimball, diman, Charles on; Columbus, York, Cardiff and Calao; Tin, Alex Marshall, Gardner, New York; St James, Patter, On, New Orleans; Hamingia, Tarjusen, Baltimore; Waldo, Pressy, Havans; Rosetta MoNelli, Sproute, Cardensa, Cicarde 18th, Canova, Lack, Charleston; I. L. Surges, Linnekth, Savannah; Wm M. Reed, Stinson, New Orleans; 2 th, E. Oscranton, Wheeler, Mobile; Alice Roy, Douglass, Philadelphia.

Philadelphia.

Entered out 26th, Lady Blessington, Adams, New Orleans;
Ity of Washington (s), Jones, New York; Esplorators,
Longobardo, do; City of Manchester (s), Philips, New York
is Halifar and Boston; Colonist, Weish, Savannah; 27th,
Amy A Lane, Carver, Matanzas; Jamestown, Call, Mobile;
Fleetwood, Storer, New York; City of Montreal, Dogget,
do; Sam Cearns, Williams, San Francisco; Endymlon,
Jones, Montevideo and Callao, via Cardiff (entered Jan 5 abelie, Philadelphia. Sailed Feb I, Glory of the Fea, Chattleld, Cardiff and Rio LEGHOUN, Jan 23 Sailed Alma, Brisco, New York. York.

LAGGAYRA, Jan 19—Satled, sohr Martha Maria, for Cuba and New York.

Million Bracought, Jan 28—The bark Ermina, Phillips, 110 Spields for New York, discharged her pilot off Dunges as well but; all well.

Mars. 11.148, Jan 13—Arrived, Annie Batcheider, Steele may Phillips.

ma Philadelphia.
Salled Ish, Kermalo, Bouille, San Francisco.
Malandath Fee 1—Arrived, bright I Stocker, Bibber,
Boaton: J B Brown, Baine, Portland.
Salled lat, brig Five Brothers, Thurlow, New York.
Makerinique. Jan 24—Ia port bark Atlantic, Dickerson,
for New York next day, brigh Brryy & Aubrey, Hammond,
for do ldg; Monte Christl, Enos, for do; Virginia, Johnston,
from do, arrived 23d.

Newoastla, Jan 24—Entered out, Northern Queen, Johnson, for New York. on, for New York, NEWPORT (Bon), Jan 33—Sailed, Askar, Pedersen, Provi-ence; Ocean, Jensen, New York, Cheared 27th, William G lutman, Richards, New Orleans, Entered for ldg 28th, Mary Jane Wilber, Mundy, for Gal-OPESSA, Jan 10—Arrived, Uno, Wikander, New York. PORTLAND, Jan 25—Put in the roads, Raieigh, Co. OLESSA, Jan 16—Arrived, Uno, Wikander, New York, PORTLAND, Jan 25—Pet in the roads, Raleigh, Cooper, from New Orleans for Bremen.
PENZANCE, Jan 25—Off, ship Lady McDonald, Whitmore, from Bremerhaven for New York, and landed rillot.
PALFEMO, Jen ——Cleared Eth, Captera, Blanchard, New York; 17th, 170jan (s). Thomson, do; Jehu, Brady, do; Concerline, Trombetta, Estitmore; 18th, Lone Star, Kennealy, New York; 20th, Glo Battista, Gaglidmino, do.
PHENIX ISLANDS, Nov 16—Salied, bark Francis B Fay, Robbins, Savannach (with cargo of guano).
PORT AU PRINCE, Jan 25—In port, schr Uber (Br.), Hoyt, from Boston, disg. rown, Feb 6-Arrived, ship Baltic, Taylor, San

QUERNSTOWN, Feb 6-Arrived, ship Ballic, Taylor, Sai Francisco.
Off do Jan 27—Cormorant, Collister, from San Francisco Moueta, Wilson, from do (ami beth proceeded for Liverpool) 25th. Fleur de Lis, from do for do. Sailed Jan 27, Samuel G Reed. Winsor, Liverpool. KYDE, IW, Jan 28.—Suiled, Western Geonn, Davis, Pensa RYDE, IW, Jan 20—Saired, Western Vessel, June 19, 2001.

SHIRLDS, Jan 20—Saired Empress, for Savannah.

SKINGARORE, Dec 28—In port, ships Mogel, Freeman, from Cardiff, arrived 18th, unc. St. Paut, Martin, from Bangkoit, arrived 18th, for fergible or charter; barks Aleyone, Patterson, from Amor, arrived 18th, for Java and New York; Jungfrau (Br.), Jones, for Boston; Willy Rickmers (NG), Stolt, from New York, lad up: 5 brig Saily Brown, Mathews, from Hong Kong, arrived 18th, for New York.

ET. MIORAELS, Jan 14—Sailed, Galena, Hale, Boston, ST MAEG, Jan 22—Sailed, sohr Daring, McDonald, Boston.

87 MARO, Jan 22—Salled, schr Daring, McDonald, Boston.
Sr John, NB, Feb 4—Cleared brig Bessle (Br), Trainer,
Havana; schr Mary E Staples, Dinsmore, do.
TENERIFFE, Jan El—In port bark US Rogers, Dickerson,
for Maianzas 16th; brig Keives (Rr), for New York 18th; schr
Joan White (Br), Hardy, for Boston soon.
TENER, Jan 26—Arrived, Redowa, Philadelphia.
TENER, Jan 26—Arrived, schra M E Smith, Smith, Fort
Spain; 25th, Raiph Sonder, Croeby, Philadelphia (ashore at
Cav Blauco and rull of water.)
WATERFORD, Jan 25—Off, Elack Hawk, Crowell, from
Liverpool for New York.

American Ports.

BOSTON, Feb 9-Arrived, senrs Daring, Pepperili, Si Michaels; L Grockett, Grociett, Fernandina; Eva S. Leonard, Bunker, Washington, DC; George & Albert, McDonald, South Ambor, Cleared—Harks Cynthia Palmer (Br), Smith, St John, NB; Cleared—Harks Cynthia Palmer (Br), Smith, St John, NB; Armenia, Harding, New York; A N Franklin, Holbrook, New Orleans; Ocean Engle, Waterhouse, Aspnawali; brigs Mary (Br), Fanning, Ponce; Thames (Br), Lothreo, Cubs.; schra Thos N Stone, Pitcher, New Orleans; Jos Segar, Ellis, Leiler, Mary (Br), Enanting, Pitcher, New Orleans; Jos Segar, Ellis, Leiler, Mary (Br), Enanting, Pitcher, New Orleans; Jos Segar, Ellis, Leiler, Mary (Br), Enanting, Pitcher, New Orleans; Jos Segar, Ellis, Leiler, Mary (Br), Ellis, Leiler, Mary ( schra Thos N Stone, Pitcher, New Oricana; Jos Segar, Ellis, Bediste, Hou.
Salled—Steamship Saxon; barks A Campbell, Triumphs, Cruthia Palmer, and Pepita; brigs Adelle McLoon, D R Stockwell, and Deborali S Soule; and from the roads, ship Pearless; bark Zingarella.

10th—Arrived, steamships McClellan, from Baltimore; Glaucus, from New York; brig Josic A Devercanx, Clark, New Oricana. Below, brig Antilies, from Port an I'linco.
Also arrived 10th, steamship Neptune, from New York; brig Magaguadavic, from Liverpool; schr A D Henderson, from New Vork; brig Magaguadavic, from Liverpool; schr A D Henderson, from New Oricana. Rolo; brig Ida C, from Port-au-Prince.

1ADI MORE, Feb 3—Arrived, bark Adeiaide, Etchberger, Rio Janeiro; brigs Gorriere (Ital), Vicari, Palormo; Sameel Mutr. Br., Hoks, Demarara.

RELFAST, Peb 2—Arrived, brig Chas Wesley, from Bucksville,
Salled—Schr Jachin, Kane, Baltimora.
HRIDGEPORT, Feb 9—Cleared, sohr Henricita, from Norwak for Elizabethport. Below iput in for barbor), an unknown sohr, with lime, for New York.
CHARLESTUN, Feb 5—Arrived, bark Draupner (Nor), Ingolden, Gruilf, achr David Currie, Barrall, Orient, Li., via Pelaware Breakwater.
Cleared—Bark Howard (Br), Shaw, Gottenburg.
Salied—Ship Aurera (Sp), Boratan, Rio de la Plata; schr Dan Gliford, Ferrell, New Orleans.
10th—Arrived, schrs J L Burns, from New York; W H Steele, Jamaica.
Salled—Barks Bachelors (Br), Tooker, Amsterdam; Howard (Br), Shaw, Gottenburg; Carmel (Br), Patton, Cork and a market; schr J W Allen, Bosider, Frank M Froeman, DANVERS, Feb 4—Arrived, sohrs Frank M Froeman, Patne, and S E Davis, Hatch, Kawasatle, Del.
FORTRESS MONKOE, Feb 10—Salled, bark Omoyo, Nortolic for Liverpoot; brig Etiza Sherris, Baltimore for Rio Janelle.

New York.

NEW HAVEN, Feb 8—Arrived, brig Eliza Thompson, Baisa. Demerara.

PHILAD/ELPHIA, Feb 9—Arrived, ships Abraham Lincoln (Swe), Ostund, London; Goschen (NG), Heyn, New York; sehr Florace Nowell, Fennimore, Cardenas; Lottis Bel, McLatire, Provincetowa.

Cleared-Barks Meridian (NG), Lenz, Bremen; Annie Augusta, Creighton, St. Jago; schrs Marietta Steelman, Siechman, Key West. Trade Wind, Lloyd, New York.

LEWES, Feb 9—Arrived last night, bark Patria (Rus), Liverpool for Philadelphia. Went to 282 yesterday, bark Marcur and brig J C Clark. The bark Wilham went out at 11 AM. Only 6 schoonere remain in the harbor, nearly at 30 to 11 AM. Only 6 schoonere transla in the harbor, nearly at 10 AM. Only 6 schoonere transla in the harbor, nearly at 10 AM. Only 6 schoonere transla in the harbor, nearly at 50 to 11 AM. Only 6 schoonere transla in the harbor, nearly at 50 to 11 AM. Only 6 schoonere transla in the harbor, nearly at 50 to 11 AM. Only 6 schoonere transla in the harbor, nearly at 50 to 11 AM. Only 6 schoonere transla in the harbor, nearly at 50 to 11 AM. Only 6 schoonere transla in the harbor, nearly at 50 to 11 AM. Only 6 schoonere transla in the harbor, nearly at 50 to 11 AM. Only 6 schoonere translationer. Work.

Gleared-Schr Maracaybo, Henley, Baltimore.

SAN FRANCISCO, Feb 1—Salied (not previously), shipa Great Admirat, Jackson, Manilat Ericasov, Kelly, Liverpool; sar Vannall, Feb 10—Arrived, scannalip Leo, Dearborn, New York; ship Alexandra (Br., Brown, dot schrs Young Fenzer, Wood's Hole; David Faust, do; LA Edwards, New York; ship Alexandra (Br., Brown, dot schrs Young Fenzer, Wood's Hole; David Faust, do; LA Edwards, New York.

SALEM, Feb 2—Oleared, schr Hero, Kelly, New York.

VOFE.

Cleared... Schr John H Lenthall, Martin, Stamford.
SALEM, Feb S.—Cleared, schr Hero, Kelly, New York.
STONINGTON, Feb S.—Sailed, stoop Oregon, Wilson, New York for Frovidence.

LLEGANT CLUSTER CURLS, \$1 50; CHATELAINE Eraide, one length of hair, \$3 50; buy from the importer; Hair Goods retailed at wholesale prices.

637 Broadway, near Amily, and 251 Grand, near Bowery.

PANY have removed to
PANY have removed to
R. 18 Union square,
Broadway, near Seventeenth street, THE ROYAL VICTORIA SKIRT, NOW READY.

TRUSSES, ELASTIC STOCKINGS, BELTS, SUSFEN-nories, Braces, se.—Large and choice assortment; cor-rect adjustment; at SEELEY'S establishment, No. 3 Ann arrect, New York, and 1,347 Chestaut street, Philadephia. THOMAS B. AGNEW, THE GREAT NEW YORK Grocer and Tea Dealer, has reduced the prices of all kinds family supplies. Call and get bargains at 189 Green-wich street.

THE HERO SIMMONS.—SEE THE SUNDAY COURTER Tor the portrait of the Hero Simmons, taken from the oul-pactograph in existence. "I go with my engine" was the last ulticance of the brave-hearted man-